

Amendments of the Claims:

Kindly cancel Claims 1-20 and add new Claims 21-39 in their stead as follows:

Claims 1-20 (Cancelled).

C  
B1

21. (New) A process for attaching an oil sump to an engine block of a combustion engine, a seal being made by a curable composition between a first sealing surface on the oil sump and a second sealing surface on the engine block, to which the curable composition is applied to one or both sealing surfaces, wherein when cured the curable composition demonstrates adhesion sufficient to secure the oil sump to the engine block, threaded bolts are not used as fastening elements and the oil sump is fixed to the engine block at least during the curing of the curable composition.

22. (New) The process according to claim 1, wherein the curable composition demonstrates adhesion of at least  $0.5 \text{ N/mm}^2$ .

23. (New) The process according to claim 1, wherein the curable composition is a silicone composition.

24. (New) The process according to claim 1, wherein the oil sump is stamped from steel sheet or plastics material and a cast aluminum or grey cast iron engine block.

25. (New) The process according to claim 1, wherein the edge of the oil sump is designed such that self-fixing takes place when the oil sump is joined to the engine block.

26. (New) The process according to claim 5, wherein the oil sump has a fixing edge and the engine block has a flange such that the fixing of the oil sump takes place by the snapping of the fixing edge onto the flange.

27. (New) The process according to claim 1, wherein barb-like tongues which rest against a flange on the engine block are formed at the edge of the oil sump.

28. (New) The process according to claim 1, wherein the edge of the oil sump is designed such that the oil sump is fixable to the engine block by a reshaping process taking place after joining.

29. (New) The process according to claim 1, wherein after the oil sump has been joined to the engine block, holding clamps are attached in order to fix the oil sump to the engine block.

30. (New) The process according to claim 1, wherein seating surfaces are formed on the oil sump and the engine block such that the sealing gap formed therebetween increases in size inwards.

31. (New) A combustion engine comprising an engine block and an oil sump attached thereto, wherein the oil sump is attached to the engine block with a curable composition whose adhesion when cured is sufficient to secure the oil sump to the engine block.

32. (New) The combustion engine according to claim 11, wherein the composition when cured demonstrates an adhesion of at least  $0.5 \text{ N/mm}^2$ .

33. (New) The combustion engine according to claim 11, wherein the curable composition is a silicone composition.

C  
34. (New) The combustion engine according to claim 11, wherein the oil sump is stamped from sheet steel or plastics material and the engine block is constructed from cast aluminum or grey cast iron.

35. (New) The combustion engine according to claim 11, wherein a self-fixing takes place when the oil sump is joined to the engine block.

36. (New) The combustion engine according to claim 16, wherein the oil sump has a fixing edge and the engine block has a flange such that the fixing of the oil sump takes place by the snapping of the fixing edge onto the flange.

37. (New) The combustion engine according to claim 15, wherein barb-like tongues which rest against a flange on the engine block are formed at the edge of the oil sump.

38. (New) The combustion engine according to claim 15, wherein the oil sump and the engine block having sealing surfaces which are shaped such that the sealing gap formed between them increases in size inwards.

39. (New) A flange connection with two flange elements between which a seal is made with a curable composition, wherein threaded bolts are not used as connecting elements.

---